



Automobile Section

of the
Mohave County
Miner

PRODUCTION OF AUTOS GROWING REPORTS SHOW

Huge Gains Over Records of Last Year Continue and Export Situation is Improving

Heavy production continued in the automobile industry during August, according to reports received from factories by the National Automobile Chamber of Commerce. While the total production for July reached 244,444 estimates based on shipping reports for the first three weeks of August indicate this figure will be exceeded by more than 20,000 machines.

Last year August production exceeded July by 4445 machines, the figures being 176,340 in July and 180,785 in August, 1921. Thus, July, 1922 exceeded the same month a year ago by 38 per cent, while August apparently increased over August 1921, by something like 50 per cent. Production of cars and trucks for the entire industry during the first seven months of 1922 reached 1,395,066, compared with 1,668,550 for the entire year of 1921.

The export situation continues to show improvement. Passenger car exports in May exceeded April by 6 per cent, and June exceeded May by 15 per cent. The revival of truck business abroad continues to be affected by the disturbed industrial conditions in Europe. Exports in May, however, exceeded April by 36 per cent; June exports of trucks decreased 7 per cent under May.

Reports from manufacturing centers are now more hopeful in the matter of coal supply, with mines resuming operations and carriers recruiting their forces.

The motor car makers and the N. A. C. C. are carefully watching developments in the railroad strike situation and its effect on rail operations. There has already been some handling of materials overland by truck that would ordinarily travel by rail and the driving of finished cars overland has increased through lack of automobile freight car supply. Motor transport for materials and overland deliveries of finished machines will be undertaken on a large scale should carriers become unable to supply freight cars.

Motor bus in Detroit has a capacity for 135 passengers and is made so that the body can be separated from the engine.

STUDEBAKER STAMINA PROVEN FOR THIRD TIME IN THE COUNTY

If your automobile had been turned over from one to three times and had landed itself over a steep, rocky embankment and when it was turned back on its wheels, you sat in the car, turned on the switch, stepped on the starter and the old motor started off as if nothing had happened and pulled you home the same as it ever did, wouldn't it be a grand and glorious feeling?

This is exactly what has happened to three Studebaker Cars within the past eight months. In every case, the motor, frame and general chassis construction was not damaged in the least, and although the tops, windshield, fenders and running boards were broken and bent beyond recognition, these cars came to town under their own power and ready mechanically to go another ten thousand.

There was also a humorous sidelight on the rescue of the last car to meet this fate. A tow car, not a Studebaker, was sent out after the last Special-Six Roadster that was wrecked but to the amazement of the crowd who were watching Beecher and Robinson get the demolished car out of the rocks, the helper was not needed and the "poor old wreck" pulled thru the rocks and brush and onto the road as if nothing had happened, and before the party reached Kingman the wrecked Special-Six came in with the rescue car on a tow rope. In other words the rescuer was rescued.

These happenings proved to all who witnessed them the quality of materials, workmanship, construction and stamina that is in the Studebaker Car.

WILL NOT CLOSE PLANT

The Ford company has completed contracts for the purchase of five million tons of coal for the Ford plants and there will be no shutting down of the plant. The purchase of this immense tonnage of coal is one of the most important purchases ever made for an industrial plant in the world. Ford undoubtedly was in earnest when he made the declaration that his great plant would close unless coal and other necessities were forthcoming, so we take that the steel men have also met the demands of that great concern.

A NOVEL TRUCK

The newest thing in trucks for building contractors is one fitted with a body which having been loaded with bricks can then unload them already piled.

VAST AMOUNT OF COPPER WILL BE USED THIS YEAR

Automobile Industry To Require 100 Million Tons of Red Metal

New York, Sept. 14—(Special)—Approximately 100,000,000 pounds of copper will be utilized this year in the manufacture of automobiles in this country, according to a survey just completed by the Copper and Brass Research association. This is an increase of 30,000,000 pounds over 1921, and about 750,000 pounds more than 1920, in which latter year the automobile industry consumed 7.63 per cent of the total copper production.

Commenting on the use of copper in the automotive industry, the survey says, in part:

In pre-war days, particularly since the time when the automobile definitely emerged from the luxury class, the demand was in excess of the supply. Consequently, there was practically no incentive to cheapen material costs; and copper, brass and bronze were widely used in construction, where their properties, according to the best principals of machine design, established by generations of engineering experience, made them of service.

During the war years an abnormal condition arose. The price of copper increased, its use was restricted to non-essential industries, and the automobile manufacturer was forced to substitute inferior metals.

In 1919, with removal of war time restrictions, copper was still relatively high, and the automobile manufacturer continued this practice of substitution. During the period of inflation after the armistice there was a tremendous increase of manufacturing facilities, in order to keep up with the increasing demand for automobiles.

Then came the "buyers' strike" in 1920. The demand for automobiles dwindled, and in an effort to revive sales, manufacturer yied with manufacturer in successive price cuts.

Under insistent pressure to lower costs, automobile manufacturers turned their attention first to the more expensive metal—copper, and carried still further the principle of substitution, first generally established during the war years.

Substitution took many forms, among them being sheet-iron water tanks in place of brass or copper; malleable or cast iron water line fittings in place of brass; cast iron carburetor bowls in place of bronze backed babbitt.

Other substitutions were cast-iron bushings in place of bronze in camshaft bearings, rocker arm bearings, spring-eyes, shackle-bolts, brake equalizers, etc. (In many cases, there are no bushings at all;) cut-steel or aluminum small gears, for pump-drive timer shaft, etc; cast-iron water pump casing and impeller in place of bronze; aluminum or pressed-steel hub caps in place of nickled brass; aluminum, enamelled iron, or shearardized steel wind shield trim, body trim, hardware and hood trim; steel latches in place of brass; steel screws, nuts and bolts in place of brass; malleable or cast-iron special fittings such as caps, covers, plugs, glands, control links, in place of cast-brass.

AUTOS KILL 12,500

Automobile accidents caused the death of 12,500 persons in the United States last year—one death every forty-two minutes, day and night—and more than 300,000 persons were injured.

ENGINEERS WISH THEIR PET CARS TO RIDE BETTER

Digging Into Questions Of Spring Suspension and Shock Absorbers

Automotive engineers are directing their attention to the riding qualities of their products. They are bound to take the jolts out of motoring.

Designs have been submitted in the United States and other countries for springs and shock absorbers which, their inventors saw, should help smooth the roughest roads. Unsprung weight is being reduced to a minimum.

One of the plans submitted to automobile manufacturers in Australia consists of the use of six, instead of the usual four, springs. These six springs are ranged three along each side of the car and in series, so as to take up a jolt over the whole car. They are semi-elliptic and are shackled together, the end of each of the outer springs being fastened to the front and rear axles.

In this way, length is obtained—an essential for smooth driving. While the spring itself is staunchly built, its stiffness is neutralized by its length.

American inventions for eliminating rough riding consists of an adjustable leaf spring for any weight, transverse leaf springs in place of axles, and an air cushion arrangement in place of springs.

In practically all designs of this kind the main purpose is the reduction of unsprung weight. That is, the total weight unsupported by the springs. This includes the wheels, tires, axles and parts of the springs that move with the axles.

In the average five-passenger car the unsprung weight is more than one-third that of its total weight. It is on the unsprung weight that a car's riding qualities depend.

BIG MOTOR CAR REGISTRATION GAIN IN CALIF.

SACRAMENTO, Cal., Sept. 4—(Special)—The registration of automobiles in California has increased 136,385 since July 31, 1921. This is shown by a report made public by Director C. J. Chenu of the State Motor Vehicle Department. Chenu's reports show there were 708,097 automobiles registered for the period, February 1 to July 31, 1922, as against 571,712 for the corresponding period in 1921.

In the 1922 period there were registered 35,187 trucks, 14,266 motorcycles and 3935 trailers. In a similar period in 1921 there were registered 32,216 trucks and 15,752 motorcycles.

The report shows Los Angeles far outdistances the State in the registration of cars, there being 238,738 automobiles registered from that city. It also exceeds in the number of trucks, registering 10,935. It also has more motorcycles, registering 4618, and is supreme in the case of trailers, with 1380.

San Francisco is the nearest competitor, registering 58,896 automobiles, 4977 trucks, 1187 motorcycles and 1781 trailers.

MORE TIRES MADE

Official figures show that during March, 1921, a total of 1,163,000 tires were made in this country, while unofficial but reliable estimates indicate that during March, 1922, the production of tires in Akron, O. alone, exceeded 1,500,000.

TAXICAB COMPANY TELLS WHY IT CHOSE "GOOD MAXWELLS"

Taxicab service is a thorough test for any motor car. Knowing the need of absolute reliability and dependable service taxicab companies take precaution, in buying their equipment, to choose cars that will meet every demand.

The Enterprise Taxi Co., Muncie Ind., purchased seven Good Maxwell Cars from the Walnut Car Company of Muncie.

Why this company chose the good Maxwell is best answered by citing the following statement issued by Heath Brothers, proprietors:

"We purchased the new Maxwell motor cars for our taxi work for various reasons.

First, their economical operation, easy riding comfort for five good sized people, abundance of power on the road, their everlasting dependability, hill climbing, and also for their wonderful appearance, which means very much in our work.

The first car we purchased has been driven over 15,000 miles, and is still wearing the first tires. Our latest cars, which are enclosed models, have also been driven several thousand miles without any mechanical adjustments or any replacements of parts, which is remarkable for any automobile in taxi service.

We operate a complete service, answering calls to any and all parts of the city or country, day or night. It is our policy to be very prompt in answering our calls, making it very essential that we have dependable motor cars.

Our cost of operation has been extremely low, and we can truthfully recommend the new Maxwell to our best and closest friends to be all and more for a car of its price."

UNDERINFLATION LOSSES

It has been calculated that the loss to many car owners who do not watch the inflation of their tires may easily reach as high as \$100 in a year and a tire insufficiently inflated may not only be injurious to the casing and tube but may affect the delicate mechanism of the car or truck on account of imperfect balance and added jar.

NEW JERSEY PROPOSES TO LICENSE VISITORS.

A proposal has been made in New Jersey to abandon automobile reciprocity agreements with Pennsylvania and New York and issue a monthly license of \$1.25 to non-resident motorists using New Jersey roads. It is estimated that this scheme would add approximately \$700,000 a year to the income of the New Jersey Highway Department.

Cylindrical cooker has been invented for the use of automobile exhaust as heat.

AUTO THEFTS ON INCREASE IN LOS ANGELES CALIF.

Records Show 1701 Cars Stolen So Far This Year, With 1028 Recovered by Officers.

Despite activity on the part of the theft bureau of the Automobile Club of Southern California, the police and the sheriff's office, auto thieves have managed to hang up a record here for the first eight months of 1922, according to a report issued yesterday by the club.

There have been 1701 autos stolen in Los Angeles so far this year. Last year at this time there had been 1586 stolen.

Out of the 1701 stolen the club theft bureau and the police have recovered 1028, leaving 673 still "outstanding," and representing a loss to motorists of about \$1,000,000.

Tire and accessory thieves are busier now than ever before, and it is stated by Detectives Raymond, Erven, Simpson and Wood of the Auto Club theft bureau that the thieves do not hesitate now to steal anything they can off a car while it is parked. They even take such things as headlight lenses.

Motorists who leave their cars unprotected are those who suffer the most from thief raids, it is stated. Los Angeles has acquired a national and unenviable reputation as the city of "careless car owners" because the motorists of the city refuse to take any precautions against thieves.

CHINESE FIND TRUCKS CHEAPER THAN COOLIES

Small Chinese firms have found it cheaper and more efficient to hire a truck than to employ the necessary number of coolies, says Consul General Edwin S. Cunningham, Shanghai, in a report to the Department of Commerce. A Shanghai newspaper has estimated that the expense of operating one truck a day would be about \$31. To do the same amount of work sixty coolies would be required at a cost of from \$36 to \$48 for labor alone, exclusive of all other expenses.

FRANCE IS BUILDING SMALL, LIGHT AUTOS

Because of the taxes and high cost of gasoline, France is building smaller and lighter automobiles than those generally used in the United States. Official public contests are held in Paris and the winner of the competition was recently able to get, through the development of a better carburetor, sixty miles to the gallon of gasoline.

New type of fan shuts off the flow of cold air when the engine temperature is low.



The good Maxwell is just as unusual in its stamina, reliability, comfort and economy, as it is in beauty of appearance.

Cord tires, non-skid front and rear; disc steel wheels, demountable at rim and at hub; drum type lamps; Alemite lubrication; motor driven electric horn; unusually long springs; new type water-tight windshield. Price delivered here, tax paid: Sedan, \$1560; Coupe, \$1445; Touring Car, \$1070; Roadster, \$1070.

Easy Payments

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DURANT

Just a Real Good Car



NO statement of ours could equal the unqualified praise of those who have seen this car in our Salesroom.

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Service Station in Connection



THE NAME

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In public confidence and respect STUDEBAKER stands at the highest point.

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"THIS IS A STUDEBAKER YEAR"